

March 2, 1929.
[H. R. 16818.]
[Public, No. 992.]

Ohio River.
Time extended for
bridging, at Wellsburg,
W. Va.

Ante, p. 503.

Amendment.

CHAP. 566.—An Act To extend the times for commencing and completing the construction of a bridge across the Ohio River at or near Wellsburg, West Virginia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across the Ohio River, at or near Wellsburg, West Virginia, authorized to be built by the J. K. Mahone Bridge Company, its successors and assigns, by Act of Congress approved May 14, 1928, are hereby extended one and three years, respectively, from May 14, 1929.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 2, 1929.

March 2, 1929.
[H. R. 16824.]
[Public, No. 993.]

Missouri River.
Time extended for
bridging, at Kansas
City, Kans.

Ante, p. 704.

Amendment.

CHAP. 567.—An Act To extend the times for commencing and completing the construction of a bridge across the Missouri River at or near Kansas City, Kansas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across the Missouri River, at or near Kansas City, Kansas, authorized to be built by the Interstate Bridge Company, its successors and assigns, by Act of Congress approved May 22, 1928, are hereby extended one and three years, respectively, from May 22, 1929.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 2, 1929.

March 2, 1929.
[H. R. 16839.]
[Public, No. 994.]

Naval airship base.
Board of naval offi-
cers to investigate and
report on site for, etc.

CHAP. 568.—An Act To provide for investigation of sites suitable for the establishment of a naval airship base.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy is directed to appoint a board of naval officers to examine and report upon such locations as may be deemed most suitable for the establishment of a naval airship base and to submit to the Congress the report of said board concerning the several locations considered and his recommendations as to the location of the airship base, together with estimates in detail of cost of the best sites available and of the structures, facilities, and improvements necessary to the efficiency of the airship base.

Approved, March 2, 1929.

March 2, 1929.
[H. R. 16982.]
[Public, No. 995.]

Tombigbee River.
J. E. Robinson may
bridge, at Coffeetown,
Ala.

Construction.
Vol. 34, p. 84.

CHAP. 569.—An Act Authorizing J. E. Robinson, his heirs, legal representatives, and assigns, to construct, maintain, and operate a bridge across the Tombigbee River at or near Coffeetown, Alabama.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to promote interstate commerce, improve the postal service, and provide for military and other purposes, J. E. Robinson, his heirs, legal representatives, and assigns, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Tombigbee River, at a point suitable to the interests of navigation at or near Coffeetown, Clarke County, Alabama, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

SEC. 2. After the completion of such bridge, as determined by the Secretary of War, either the State of Alabama, any political subdivision thereof within or adjoining which any part of such bridge is located, or any two or more of them jointly, may at any time acquire and take over all right, title, and interest in such bridge and its approaches, and any interest in real property necessary therefor, by purchase or by condemnation in accordance with the laws of such State governing the acquisition of private property for public purposes by condemnation or expropriation. If at any time after the expiration of five years after the completion of such bridge the same is acquired by condemnation or expropriation, the amount of damages or compensation to be allowed shall not include good will, going value, or prospective revenues or profits but shall be limited to the sum of (1) the actual cost of constructing such bridge and its approaches, less a reasonable deduction for actual depreciation in value; (2) the actual cost of acquiring such interests in real property; (3) actual financing and promotion cost, not to exceed 10 per centum of the sum of the cost of constructing the bridge and its approaches and acquiring such interest in real property; and (4) actual expenditures for necessary improvements.

Acquisition authorized, after completion, by Alabama, etc.

Condemnation proceedings.

Compensation if acquired by condemnation.

Limitations.

Tolls under State, etc., operation.

Rates applied to operation, sinking fund, etc.

Maintenance as free bridge, etc., after amortizing costs.

Record of expenditures and receipts.

SEC. 3. If such bridge shall at any time be taken over or acquired by the State of Alabama or by any municipality or other political subdivision or public agency thereof, under the provisions of section 2 of this Act, and if tolls are thereafter charged for the use thereof, the rates of tolls shall be so adjusted as to provide a fund sufficient to pay for the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management, and to provide a sinking fund sufficient to amortize the amount paid therefor, including reasonable interest and financing cost, as soon as possible under reasonable charges, but within a period of not to exceed twenty years from the date of acquiring the same. After a sinking fund sufficient for such amortization shall have been so provided, such bridge shall thereafter be maintained and operated free of tolls, or the rates of tolls shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper maintenance, repair, and operation of the bridge and its approaches under economical management. An accurate record of the amount paid for acquiring the bridge and its approaches, the actual expenditures for maintaining, repairing, and operating the same and of the daily tolls collected shall be kept and shall be available for the information of all persons interested.

Sworn statement of construction costs, etc., to be filed after completion.

Examination by Secretary of War.

SEC. 4. J. E. Robinson, his heirs, legal representatives, and assigns, shall within ninety days after the completion of such bridge file with the Secretary of War, and with the highway department of the State of Alabama, a sworn itemized statement showing the actual original cost of constructing the bridge and its approaches, the actual cost of acquiring any interest in real property necessary therefor, and the actual financing and promotion costs. The Secretary of War may, and at the request of the highway department of the State of Alabama shall, at any time within three years after the completion of such bridge, investigate such costs and determine the accuracy and the reasonableness of the costs alleged in the statement of costs so filed, and shall make a finding of the actual and reasonable costs of constructing, financing, and promoting such bridge; for the purpose of such investigation the said J. E. Robinson, his heirs, legal representatives, and assigns, shall make available all records in connection with the construction, financing, and promotion thereof. The findings of the Secretary of War as to the reasonable costs of the construction, financing, and promotion of the bridge shall be conclusive

Findings of Secretary conclusive.

for the purposes mentioned in section 2 of this Act, subject only to review in a court of equity for fraud or gross mistake.

Right to sell, etc.,
conferred.

SEC. 5. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act, is hereby granted to J. E. Robinson, his heirs, legal representatives, and assigns, and any corporation to which or any person to whom such rights, powers, and privileges may be sold, assigned, or transferred, or who shall acquire the same by mortgage foreclosure or otherwise, is hereby authorized and empowered to exercise the same as fully as though conferred herein directly upon such corporation or person.

Construction con-
tracts to be let to lowest
bidder.

Advertising, etc.

SEC. 6. All contracts made in connection with the construction of the bridge authorized by this Act and which shall involve the expenditure of more than \$5,000, shall be let by competitive bidding. Such contracts shall be advertised for a reasonable time in some newspaper of general circulation published in the State in which the bridge is located and in the vicinity thereof; sealed bids shall be required and the contracts shall be awarded to the lowest responsible bidder. Verified copies or abstracts of all bids received and of the bid or bids accepted shall be promptly furnished to the highway department of the State in which such bridge is located. A failure to comply in good faith with the provisions of this section shall render null and void any contract made in violation thereof, and the Secretary of War may, after hearings, order the suspension of all work upon such bridge until the provisions of this section shall have been fully complied with.

Contracts void for
violations.

Amendment.

SEC. 7. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 2, 1929.

March 2, 1929.
[H. R. 17007.]
[Public, No. 996.]

CHAP. 570.—An Act To extend the times for commencing and completing the construction of a bridge across the Mississippi River at or near Hickman, Kentucky.

Mississippi River.
Time extended for
bridging, at Hickman,
Ky.
Ante, p. 321.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across the Mississippi River at or near Hickman, Kentucky, authorized to be built by A. Robbins, of Hickman, Kentucky, his heirs, legal representatives, and assigns, by the Act of Congress approved March 16, 1928, are hereby extended one and three years, respectively, from March 16, 1929.

Amendment.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 2, 1929.

March 2, 1929.
[H. R. 17020.]
[Public, No. 997.]

CHAP. 571.—An Act To extend the times for commencing and completing the construction of a bridge across Lake Champlain at or near Rouses Point, New York.

Lake Champlain.
Time extended for
bridging, at Rouses
Point, N. Y.

Ante, p. 512.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across Lake Champlain at or near the city of Rouses Point, New York, authorized by the Act of Congress approved May 14, 1928, entitled "An Act granting the consent of Congress to the Gulf Coast Properties, Inc., to construct, maintain, and operate a bridge across Lake Champlain at or near the city of Rouses Point, New York," are hereby extended one and three years, respectively, from May 14, 1929.